

Old Courthouse Road Realignment Project Public Comments

The public meeting was held on January 13, 2016. The meeting was attended by 35 people. Two alternative design concepts were presented to the community. Twenty six comments were received identifying different concerns. Of those respondents that specifically noted a preference for any of the Alternatives presented, eight people preferred Alternative 1, two people preferred Alternative 2 and three people opposed both Alternatives. Fairfax County Department of Transportation (FCDOT) staff will be working with Virginia Department of Transportation (VDOT) to address the concerns and plan revisions will be presented to the community in Spring 2016. FCDOT will notify the community once a date is set. The following is a synopsis of the primary concerns raised during the meeting and as provided in writing and responses to those comments that have been compiled to date.

| Compiled Comments and Responses | |
|--|---|
| Comments | Response |
| 1. What is the purpose of the project? | The primary purpose of the project is to improve traffic operations on Old Courthouse Road by addressing roadway flooding and improving safety. In addition, the project also provides pedestrian and bicycle facilities where none currently exists. VDOT has classified Old Courthouse Road as a minor arterial road. As such, any changes to the roadway must be designed to meet VDOT standards for a minor arterial roadway. |
| 2. Can the limits of the project be increased to include the sub standard driveway entrances? | The project is considered a spot improvement project. The limits cannot be extended, due to limited funding. If additional funding is available, or the estimated cost to complete the project (once a preferred alternative is selected) is less than the available funding, then the project limits may be extended to address this issue. |
| 3. Vehicles often travel over posted speed limit. Will this project have traffic calming to slow down traffic? | Since the project is new construction, VDOT will not accept traffic calming measures such as speed humps or speed tables on the project. However, we are looking at incorporating other types of traffic calming measures into the project to make the roadway safer for vehicles, bicycles and pedestrians. These measures will be presented to the community in spring 2016. After construction of the roadway, if the community desires to pursue additional traffic calming measures, including speed humps or speed tables, FCDOT will assist with the County's Traffic Calming process. |

| | |
|--|--|
| <p>4. Existing curve acts as traffic calming but will be removed by project. How will traffic calming be achieved?</p> | <p>VDOT will not accept traffic calming measures such as speed humps and speed tables on new construction projects. The existing curve radius is sub-standard and has caused numerous accidents and property damage. Alternative 2, which was presented at the meeting, retains an S-curve similar to the existing curve but is designed to meet the requirements for an urban minor arterial with a posted speed of 25 mph. On the other hand, Alternative 1 virtually eliminates the S-curve and significantly straightens the roadway. Under both Alternatives, we intend to improve sight distance on the roadway at the intersection of Besley Road as well as at all driveways within the project limits, and at the proposed pedestrian crossing once a preferred location is identified for it. In addition, the project includes bike lanes on each side of the roadway, which will help to slow traffic speeds. Options for a safer crossing are under review and will be presented to the community in spring 2016.</p> |
| <p>5. Will the project provide sidewalk/trail? What are the connection points?</p> | <p>Yes. The project will provide a 10 foot shared use path that will connect Wolftrap Stream Valley Park to Springlake Park. The location of the shared use path, whether on the north or south side of the roadway has not been finalized and will depend on which alternative is selected for the pedestrian crossing as well as the roadway improvement alternative.</p> |
| <p>6. How are pedestrians expected to safely cross Old Courthouse Road to reach the park areas?</p> | <p>The location of the pedestrian crossing is under evaluation and will be contingent upon the selected roadway improvement, and which side of the roadway the shared use path is ultimately located. FCDOT is working with VDOT to provide a safe crossing. Options will be presented at the spring public meeting.</p> |

| | |
|---|---|
| <p>7. Will the project keep the existing aesthetics of the neighborhood?</p> | <p>The project will have impacts on trees as the roadway is raised to provide a new drainage structure and widened to include bike lanes and provide a shared use path. FCDOT will attempt to minimize the impact on the environment as much as possible, including trees, and the stream itself. The project is intended to improve stream conditions in the immediate vicinity of the bridge. At the next public meeting FCDOT will provide examples of architectural design features that can be incorporated into the proposed structure crossing the stream. These may include architectural treatments to the bridge railings, and walls.</p> |
| <p>8. Why is there a need for bike lanes and can they be removed?</p> | <p>Bike lanes are included as part of this project to match existing conditions on Old Courthouse Road east of the project. The missing gap will be constructed later to provide a continuous bike lane to Tysons. The Town of Vienna and Fairfax County are working on other projects that will eventually provide continuous bicycle and pedestrian facilities along Old Courthouse Road.</p> |
| <p>9. Can the trails and bike lanes be extended to Four Corners and to existing bike lanes at Creek Crossing?</p> | <p>The project is considered a spot improvement project. The limits can not be extended due to limited funding. If additional funding becomes available, or the estimated cost to complete the project (once a preferred alternative is selected) is less than the available funding, then the project limits may be extended to address this issue.</p> |
| <p>10. Can the project be limited to VDOT's right-of-way? How will the project affect private properties?</p> | <p>The project intends to minimize right-of-way impacts to private properties as much as possible. Alternative 1, as presented, has the least impact to private property while Alternative 2 has more impact. Following selection of a preferred Alternative for the roadway and pedestrian facilities (which may or may not be one of the alternatives presented on January 13), if there are any impacts to private properties, the owners will be notified and impacts discussed with them. The owners of the properties that are impacted by the project will be compensated.</p> |

| | |
|---|--|
| 11. The recent snow storm has shown that there is no place to dump the snow. Can the project provide shoulders for snow removal? | To minimize right-of-way impacts, the project is proposing curb and gutter on both sides of the roadway. Shoulders are not being provided. On one side of the road, a 4 feet wide buffer is proposed between the trail and the curb which will provide room for snow storage. The other side of the roadway will not have a pedestrian facility behind the curb but a 3 feet wide bench area will be provided, similar to a shoulder. |
| 12. Current road and culvert serve as a minor dam creating holding pond. Will the project increase stream flow and affect wetlands on the other side of the bridge? | The proposed structure will allow for a 25 year flood to pass under the road and will keep the 100 year flood plain elevation unchanged. The project intends to limit impacts to the wetlands and the stream. The project will meet all current stormwater management and Chesapeake Bay protection criteria and ordinances and will mitigate any stream and wetland impacts. |
| 13. There are drainage concerns with the roadway with clogged ditches and pipes. Will the project address the existing drainage? | The project is proposing a closed system with installation of inlets and new pipes to address the drainage concerns. The drainage will be analyzed according to the latest criteria and any existing issues, including clogged and/or deteriorated driveway pipes and ditches within the project area will be addressed and mitigated. |
| 14. How are the driveways within the project limit being impacted by the project? | The driveways will be adjusted to meet the proposed roadway grade/elevation change that is proposed for Old Courthouse Road. The extent of driveway grade changes, i.e. how far up the driveway the grade will be changed will vary based upon location. Sight distance at each driveway within the project limits will be improved to meet the design speed of the project. This may include removal of vegetation, and/or grading back the roadway banks on either side of the driveway. |
| 15. How long will Besley Road be closed during construction? | Besley Road will be closed during the construction of the northern side of Old Courthouse Road. The duration of the closure is estimated to be approximately 6-9 months. The actual length of the closure will depend on the selected Alternative and sequence of construction required to construct the selected Alternative while maintaining existing traffic along Old Courthouse Road. Besley Road traffic will be detoured via Boise Avenue, Gelding Lane to Arabian Avenue or Trap Road during the closure period. Please note that Old Courthouse Road will remain open to traffic during construction. Periodic temporary lane closures, utilizing flagmen, will be required under any alternative. |